



July 2021

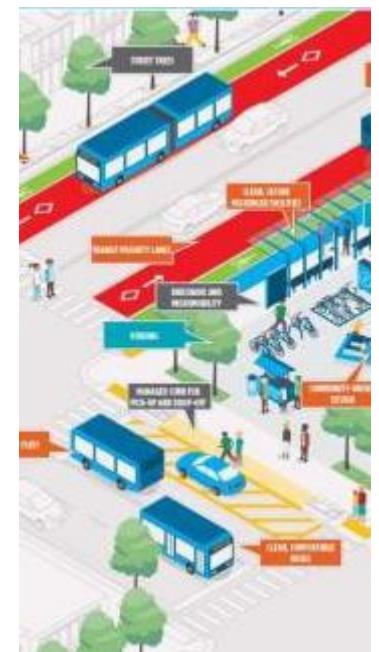
**Presentation to  
Clean Energy  
Future Committee**

**December 3, 2021**



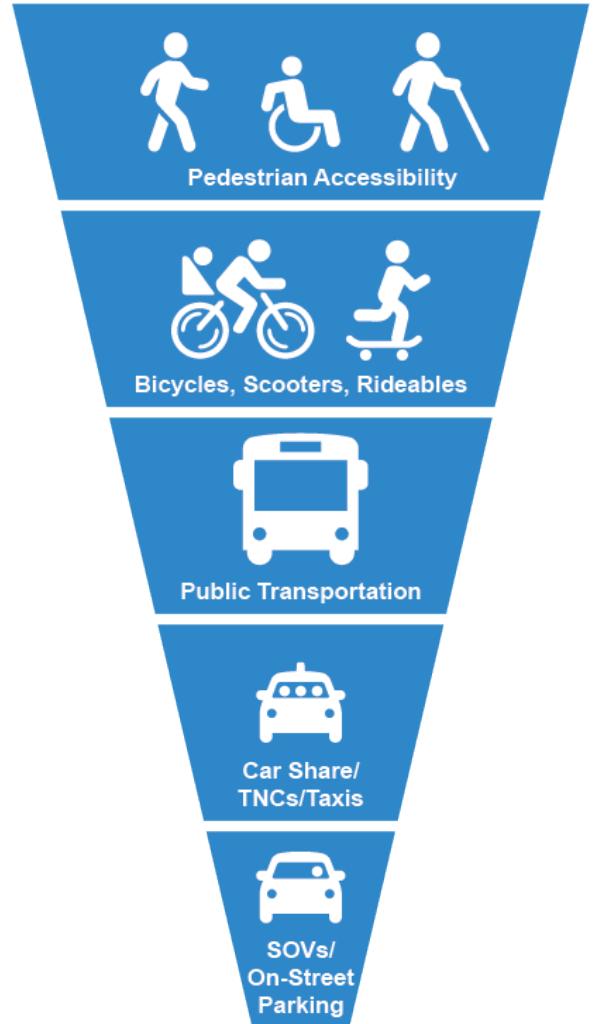
# WHAT IS CONNECT ARLINGTON?

- 20-year strategy to provide a safe, reliable, multimodal transportation network that meets the needs of all people of all ages and abilities
- Builds upon Traffic & Circulation section of the Master Plan and other existing Town policies for Complete Streets and Traffic Rules and Regulations
- Sets priorities and recommendations for projects, programs, and policies
- Covers all aspects of transportation: walking, biking, public transit, driving, micromobility



# A PARADIGM SHIFT IN HOW WE THINK ABOUT AND PLAN TRANSPORTATION

- Pedestrian First
- Active Transportation Priority
- Moving More People More Efficiently
- Incorporating New Technologies
- Driving When Necessary



# CONNECT ARLINGTON VISION AND GOALS

**In 20 years, Arlington is a community that offers a transportation network that provides...**

- **Safe facilities for all users**, no matter how they travel.
- **Mobility options that meet the needs of diverse populations** and people of all ages and abilities.
- **A pedestrian first, walk-friendly environment.**
- **A low-stress bicycle network** connecting people in all areas of Arlington on dedicated, comfortable facilities.
- **A transit rich environment** with more local and regional options, improved connections, reduced travel times and enhanced user comfort for all who live, work and visit Arlington.
- **A system that reduces the climate impacts from travel in Arlington** through sustainable roadway design and incentivizing reduction in drive-along trips.
- **Infrastructure and policies that support the local economy**, including efficient movement of goods and services.
- **Responsive and transparent transportation decision-making** to address critical safety concerns, keep people informed, and allocated resources effectively

# PLAN GOALS TRANSLATE TO STRATEGIES



## SUMMARY - CONNECT ARLINGTON STRATEGIES

### A. Safe Facilities<sup>1</sup> for All Users No Matter How They Travel

There are on average over 550 crashes per year in Arlington involving vehicles, pedestrians, and bicyclists. The Town is committed to doing more to eliminate all severe injuries and fatalities on its streets. Ensuring that people not only feel, but are safe, while getting around is critical.

#### Strategies:

- **Adopt a Vision Zero policy** to ensure streets are designed in a manner that prioritizes safety for all users, with a goal of eliminating traffic deaths and injuries through a holistic approach to reducing roadway conflicts.
- **Ensure all roadway design projects adhere to the Town's adopted Complete Streets Policy** to ensure that all roadway projects are designed for all users—not just cars.
- **Prioritize investments that improve safety at intersections and along road segments with the greatest pedestrian and bicyclist conflicts** including intersections with oblique angles, poor site distances and confusing operations.
- **Develop and implement a Neighborhood Traffic Calming Program** to address safety issues and concerns.
- **Develop educational programs that promote safe travel behaviors by ALL users.**
- **Ensure streetscape plantings do not limit visibility.**
- **Develop policies and guidelines that promote the safe use of emerging mobility devices** including e-bikes and other micro-mobility options.
- **Continue to implement initiatives that enhance safety to and from schools and community facilities** including Safe Routes to Schools (SRTS) projects and programs and Arlington's ADA Transition Plan infrastructure Improvements.
- **Advance plans to enhance safety and reduce user conflicts** along Mass Ave in Arlington Center.

<sup>1</sup> In this document, "facilities" generally refers to infrastructure that accommodates different types of travel modes. "Pedestrian facilities", for example, may include sidewalks, crosswalks, pedestrian-activated lighting or signals, and other elements of the public and private realm.

# SAFETY



Figure 6 Neighborhood Traffic Calming Techniques

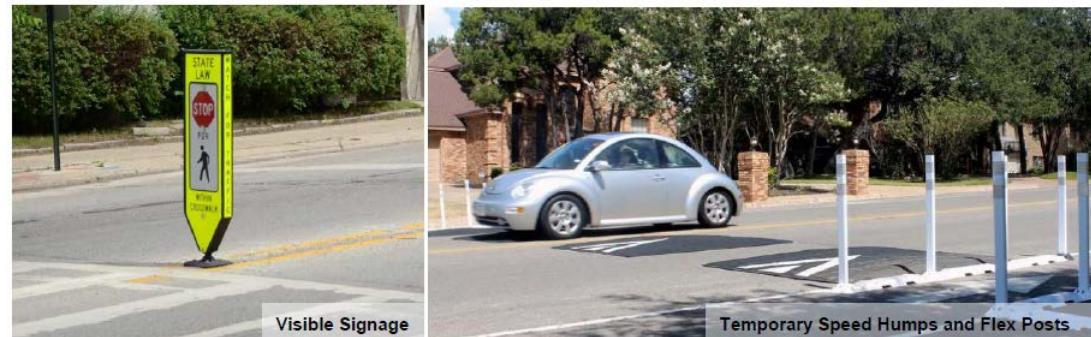
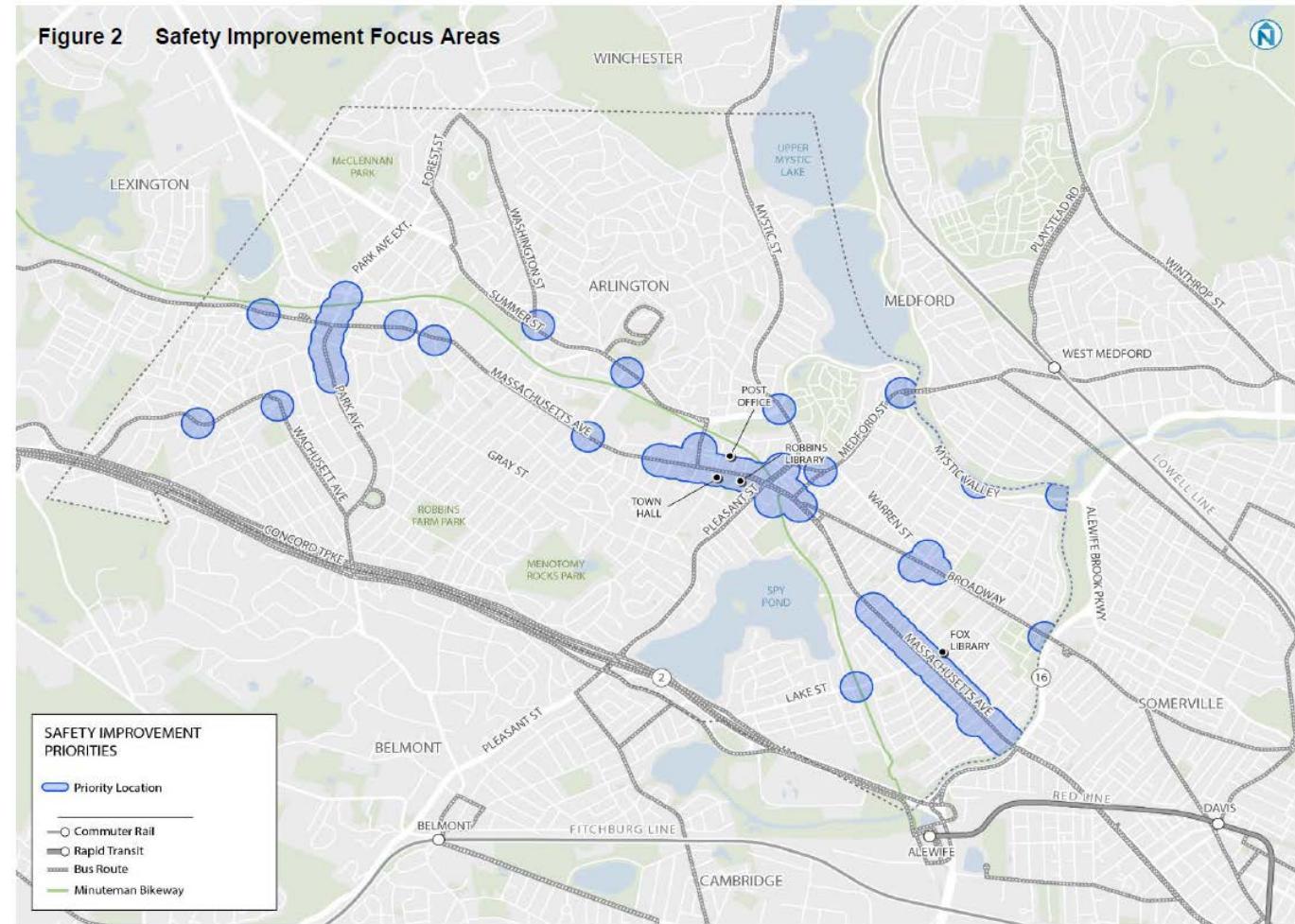


Figure 2 Safety Improvement Focus Areas



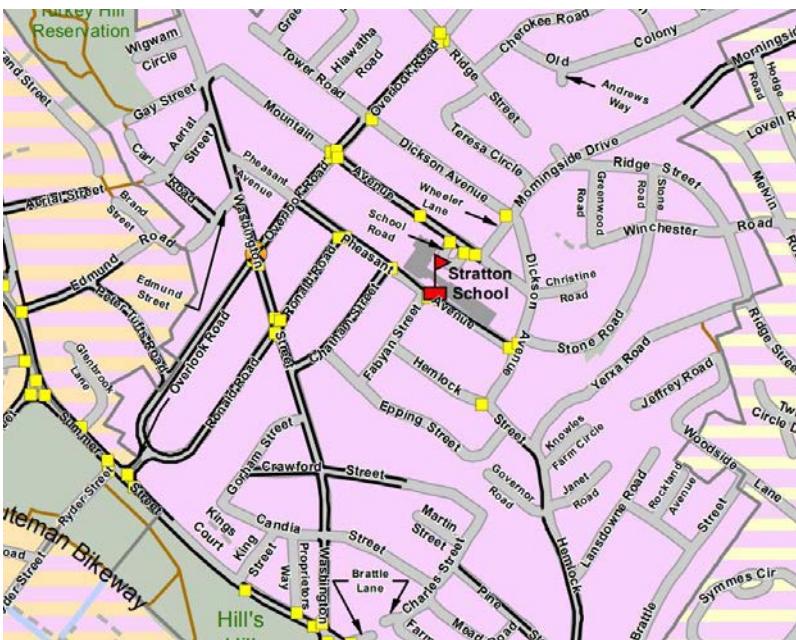
## B. Mobility Options for All Ages, Capabilities, and Incomes

An integrated transportation network with multiple mobility options must be prioritized to ensure that Arlington's residents, workers and visitors of all ages, capabilities and incomes are able to equitably move to, from, within and through Arlington. Active transportation – i.e., walking and biking – also help improve personal and public health by allowing people to exercise while getting to their destination. Programs such as Safe Routes to Schools that are targeted at children ensure they are receiving recommended levels of exercise as well. To provide mobility options for all will require a comprehensive, coordinated strategy.

### Strategies:

- Continue to implement accessibility improvements throughout Arlington including sidewalk and access improvements (ramps, ADA parking, van parking) at schools, public buildings, recreation facilities and more.
- Continue to develop and implement Safe Routes to School (SRTS) projects—programs and infrastructure improvements—that aim to provide safe transportation networks for children to walk and bike from their homes to their schools.
- Complete the Minuteman Bikeway Study and implement strategies that increase access to and capacity and safety on the pathway to ensure that it remains a comfortable active transportation facility for all active transportation users—recreational or commuter—including bicyclists, runners, and walkers.
- Increase car share availability and membership in Arlington by working with car share companies to add more cars and by promoting membership.
- Increase access to bike share throughout Arlington by promoting the system, providing subsidized memberships (to those who qualify) and adding more stations over time.
- Expand transit options to Arlington residents and workers through local shared transportation programs and services to provide enhanced, efficient connectivity to and from neighborhoods not proximate to MBTA services, including through locally funded transit services and partnerships with mobility providers (e.g., micro-transit) and neighboring communities.
- Pursue higher Bicycle Friendly Community Award status and explore other transportation-related award programs to help examine current practices and promote the Town's successes.

# MOBILITY FOR ALL



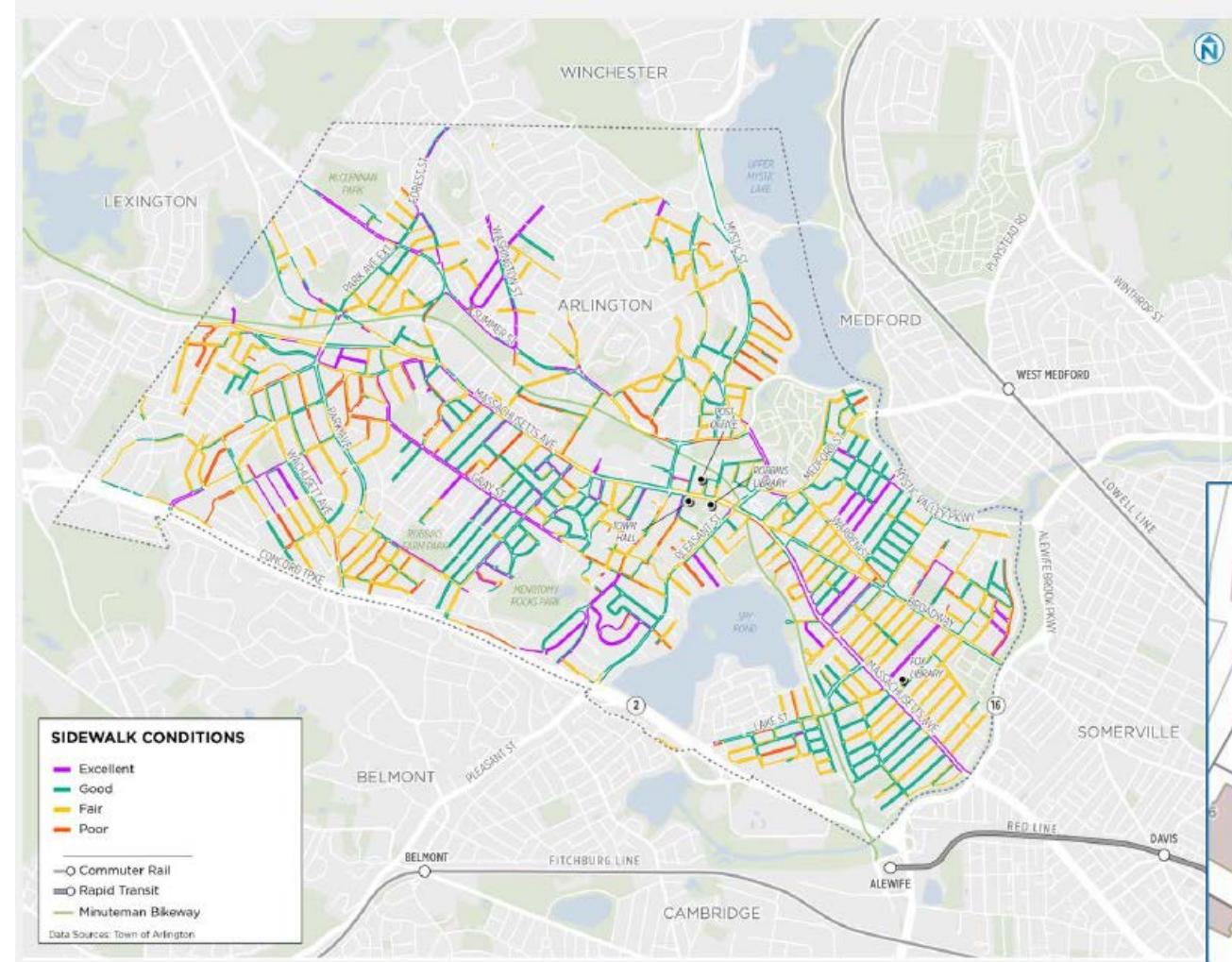
## C. A Pedestrian First, Walk-friendly Environment

The most important element of any transportation network is the pedestrian realm. It is the only mode of travel that is a part of every trip, whether the trip is entirely on foot or a component of a car, transit, bicycle or trip by other mode. It is also the most equitable trip type in that the pedestrian realm can be used by all at no charge and is an easy way to exercise and improve health. As such, ensuring that all of Arlington is connected by well-maintained pedestrian infrastructure is paramount.

### Strategies:

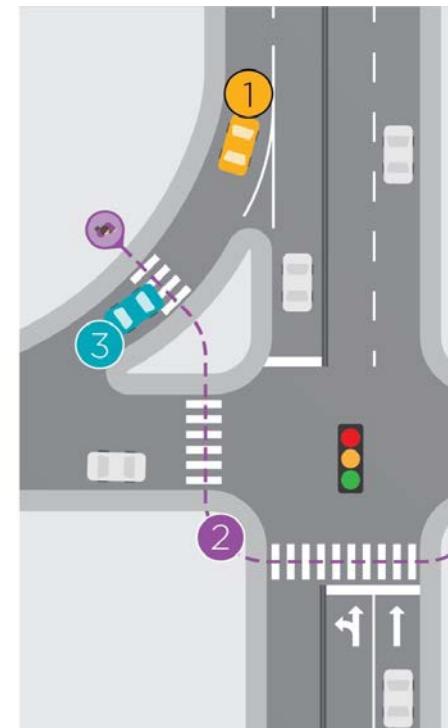
- Continue to maintain and upgrade sidewalks for accessibility and communicate planned projects to ensure all sidewalks throughout Arlington are in good condition, free of tripping hazards, and fully ADA compliant.
- Create a program and process for prioritizing, funding, and implementing new sidewalk construction where no sidewalks currently exist in the network.
- Continue to ensure all pedestrian facilities are fully accessible, ADA-compliant and maintained to provide equitable access for all, no matter their capabilities.
- Enhance pedestrian safety through design improvements at intersections and crossings by reducing pedestrian crossing distances, enhancing visibility, better lighting and warning signals, slowing traffic, and other safety countermeasures.
- Expand and maintain the existing street tree canopy to improve pedestrian safety and comfort by providing cooling shade for pedestrians, and through safety strategies to address sidewalk damage caused by tree roots.

# PEDESTRIAN FIRST



Slip lanes make walking dangerous because ....

- 1 ... they enable vehicles to drive and turn at higher speeds
- 2 ... they increase the number and length of road crossings required
- 3 ... drivers don't automatically yield to people crossing when there is no other traffic control



## D. A Low-Stress Bicycling Environment

Developing a robust, interconnected network of dedicated bicycle facilities and amenities will make bicycling a safe, comfortable, and practical option—a preferred choice—for more of Arlington's residents, workers and visitors, no matter their comfort level—from beginner to experienced. More bicycling will also help to reduce greenhouse gas emissions and provide health benefits to users.

While a comprehensive Bike Master Plan should be considered to develop a truly comprehensive strategy, this plan recommends the below initiatives to achieving a low-stress bicycling network.

### Strategies:

- **Prioritize new bicycle facilities along corridors currently designated as Arlington's “lane-sharing network”** including completing the bicycle lane network on all of Mass Ave, and prioritizing projects that connect to existing facilities including schools and other public facilities.
- **Construct a multiuse path from the Minuteman Bikeway at Arlington Center to the Mystic River Path along Summer Street and the Mystic Valley Parkway.**
- **Establish preferred bike routes (“bike boulevards”)** on low-volume streets that provide safer bicycle travel parallel to high traffic roadways - on roadways that connect to neighborhoods and schools.
- **Add or upgrade existing bicycle parking along commercial corridors and at public facilities** to encourage more to choose a bicycle over a car trip because they know their bicycles can be parked easily and locked up safely.
- **Study potential to redesign major intersections and rotaries/roundabouts** to encourage more bicycling by providing improved rider safety and comfort.

# LOW-STRESS BICYCLING

## RECOMMENDED BICYCLE NETWORK

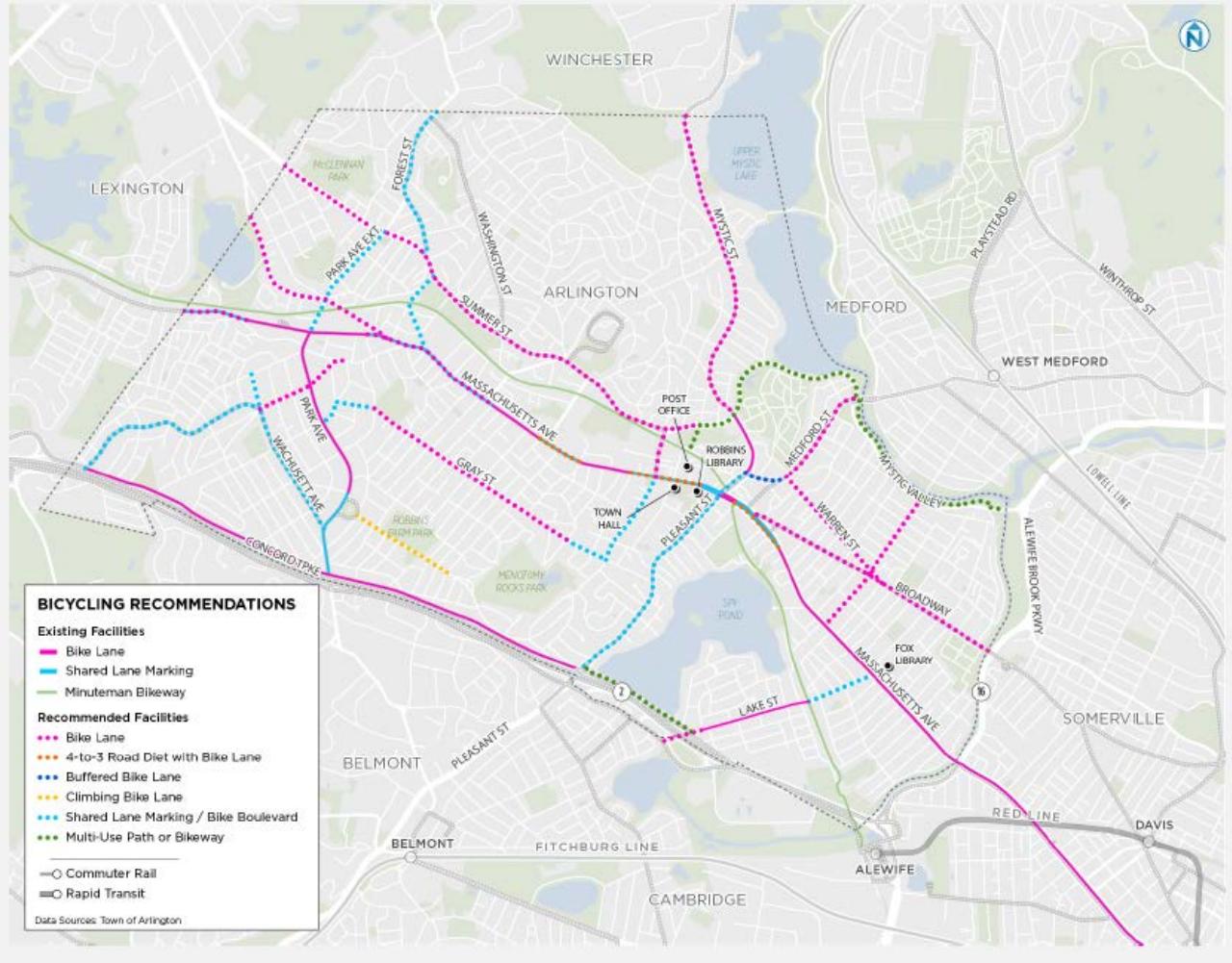
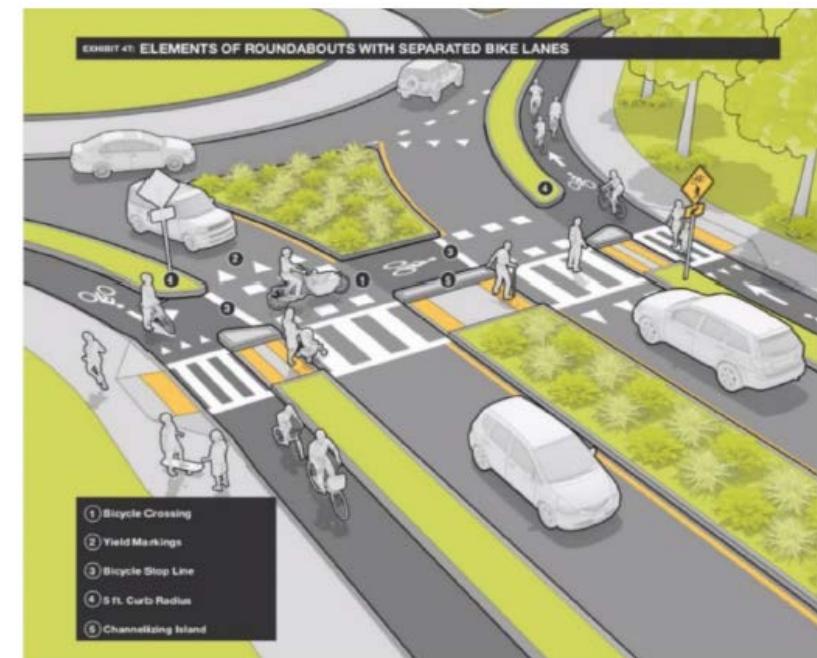


Figure 15 Broadway Bicycle Lane Concept



## E. A Transit-Rich Environment

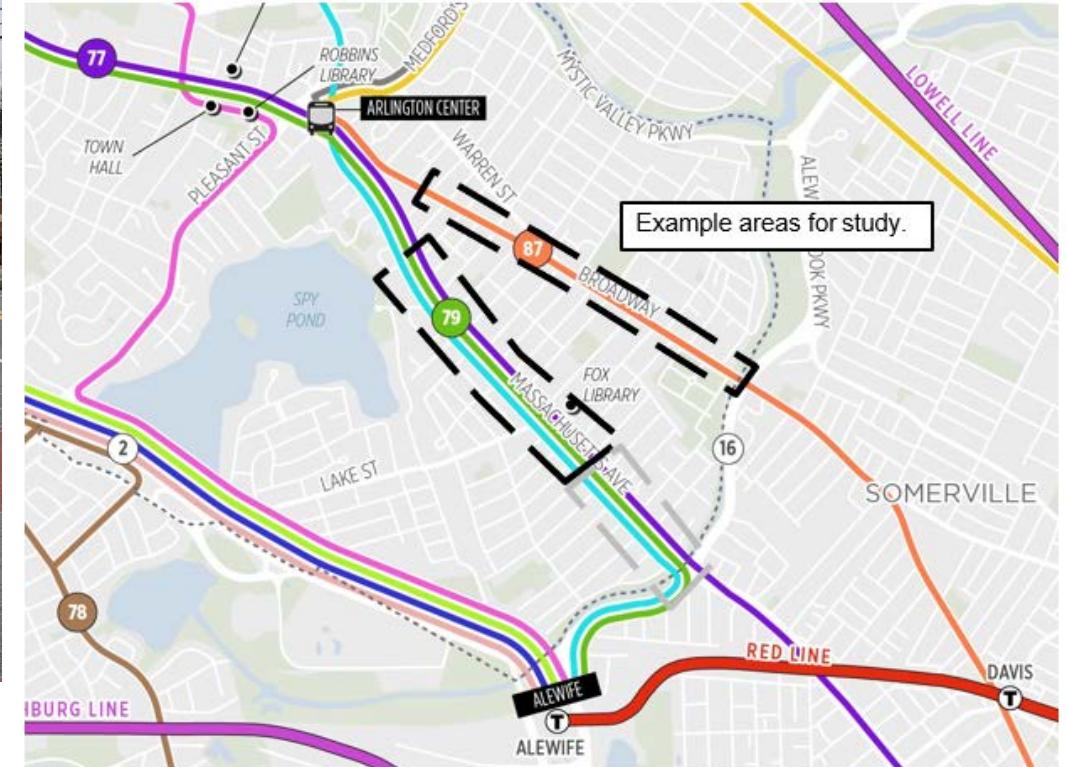
Arlington residents were clear about their desire for improved transit service throughout the planning process, even during the COVID-19 pandemic where physical distancing requirements resulted in decreases in transit use throughout the region. They recognized that transit could move more people, more effectively and efficiently over long distances than, or in combination with, other modes. Since most transit users get to their transit stop by walking, increasing transit use can also improve public health.

To provide more reliable, faster, and comfortable transit, and encourage ridership, Connect Arlington priorities include:

### Strategies:

- **Increase bus frequency on highest ridership bus routes**—e.g., Route 77—to reduce crowding and provide greater comfort.
- **Study potential for and implement bus priority initiatives to reduce transit trip times and achieve (near) Bus Rapid Transit service in Arlington** including through providing more bus priority lanes, queue jumps, transit signal priority (TSP) and intelligent transportation systems (ITS), level boarding platforms and other strategies that expedite bus travel, particularly in locations where congestion significantly increases transit travel time.
- **Enhance the bus stop experience to provide greater rider comfort and increase convenience** by providing more shelters and seating at MBTA stops, more bicycle parking, co-locating bike share stations, investing in technology infrastructure and implementing micro-mobility hubs at bus stops along Mass Ave.
- **Expand local transit options for Arlington residents and workers** to enhance connectivity within Arlington and to and from neighboring towns and cities. Options include funding a local fixed-route service, contracting with a third-party micro-transit service, and/or partnering with neighboring communities to fund fixed-route services that enhance local connectivity.

# TRANSIT-RICH ENVIRONMENT



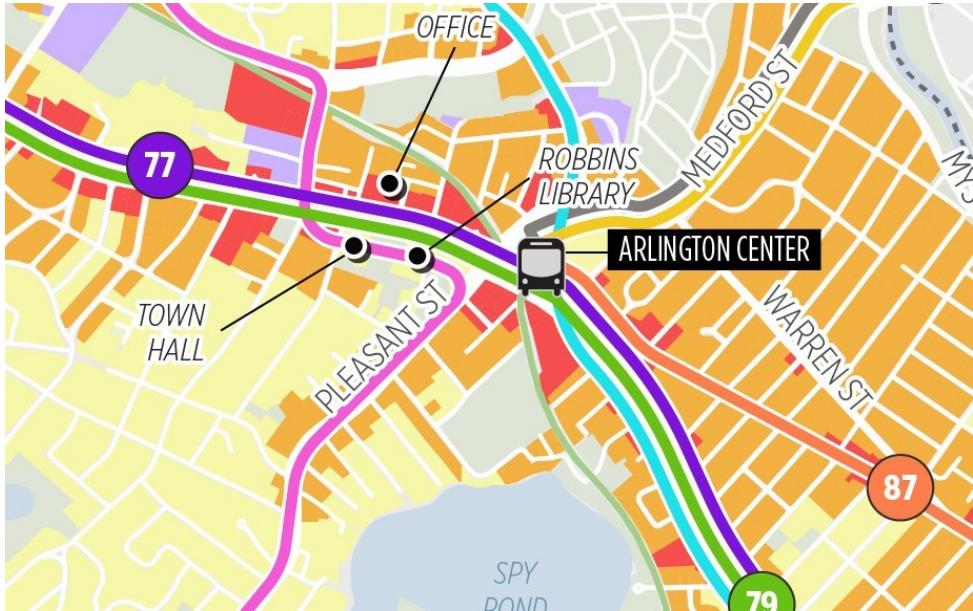
## F. Reduced Climate Impacts from Travel in Arlington

Transportation services and facilities are among the largest contributors to climate change. Reducing car trips, especially drive-alone trips, and implementing sustainable policies and investing in sustainable infrastructure is essential to help reduce climate impacts. To accomplish this goal, Connect Arlington recommends the following:

### Strategies:

- **Manage travel demand to reduce single-occupancy vehicle trips and emissions** by promoting mode shift from single-occupancy vehicle trips to alternatives like walking, biking, carpooling and transit use, and through coordinated land use and transportation planning (e.g., mixed-use development near transit and jobs).
- **Implement mobility recommendations included in the Town's Net Zero Action Plan** to reduce greenhouse gas emissions stemming from the transportation network and its users.
  - **Create and implement a plan to expand public electric vehicle charging** at libraries, business districts, public parking and other facilities, both on- and off-street.
  - **Adopt a zero-emission municipal fleet and charging infrastructure plan and policy** that commits to a complete transition to zero emission vehicle purchases by no later than 2030.
  - **Advocate for improved utility rate designs** to facilitate smart electric vehicle charging and accelerate EV adoption.
- **When designing and constructing any transportation facilities, include low impact, "green" design interventions and construction techniques to reduce climate impacts** including those that reduce impermeable surfaces to the greatest extent, reduce heat island impacts, increase water retention on-site, etc.

## REDUCED CLIMATE IMPACTS FROM TRAVEL



## G. Infrastructure and Policies to Support the Local Economy and Quality of Life

Local businesses rely on all modes of transportation to connect customers to their businesses, workers to their jobs, and to deliver goods and services sold at or sent from their location. Connect Arlington recommends curbside access and parking strategies that support local businesses and improve resident quality of life.

### Strategies:

- **Ensure Arlington's roadways and off-street parking are maintained** to support local business activity and resident safety.
- **Consider changes to parking regulations and policies that more effectively manage public on- and off-street parking** including allocating funding to study parking along all of Mass Ave with an emphasis on East Arlington and Arlington Heights.
- **Rethink the curb and design it to support competing users and needs more effectively**, including designating zones for pick-up and drop-off activity, zones for increased service and delivery needs, and repurposing on-street parking areas for other modes including bus and bicycle travel, or recreation (e.g., parklets).

# SUPPORT THE LOCAL ECONOMY

**Figure 20 Arlington Parklet Program**

In 2020, the Town of Arlington (through MassDOT Shared Streets and Spaces grant funding), repurposed on-street parking spaces for use as public parklets to enhance outdoor dining, ensure pedestrian safety and provide additional bike parking.



**Because the curb is ...**



**... a major asset**

The curb is one of our largest public resources



**...multi-purpose**

The curb has a growing number of demands



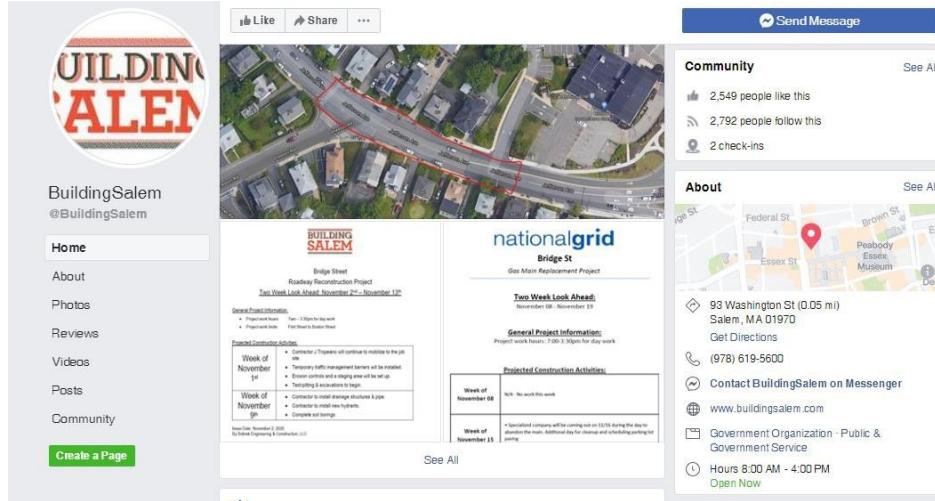
## H. Responsive and Transparent Transportation Decision-Making

To provide a transportation network for all users and abilities, it is imperative that decision-making at all levels is clearly communicated and transparent. When and why specific programs and projects are prioritized and funded in any given year is essential given the competing needs for dollars available.

### Strategies:

- **Create a process for communicating transportation project updates, construction impacts and other service issues proactively**—in advance to residents, workers and visitors makes for a better, less stressful, and safer experience.
- **Develop and regularly update a Local Transportation Improvement Program (LTIP)**, to provide all Town departments and the public with a clear understanding of which transportation initiatives are in the pipeline, where in the process each initiative is, when it is planned for completion, and which funding is available (or potentially available, e.g., grants).
- **Test before you invest by implementing “tactical” infrastructure projects using low-cost, temporary materials** to rapidly address a traffic or safety issue, or to test out alternative street layouts to provide facilities for other modes not currently provided.
- **Analyze and track key data over time** to inform transportation decision making and prioritization.

# RESPONSIVENESS AND TRANSPARENCY



BuildingSalem  
@BuildingSalem

**Home**

- About
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- Reviews
- Videos
- Posts
- Community
- Create a Page

**Community**

2,549 people like this  
2,792 people follow this  
2 check-ins

**About**

See All

93 Washington St (0.05 mi)  
Salem, MA 01970  
Get Directions  
(978) 619-5600

**Project Information**

Bridge Street  
Roadway Reconstruction Project  
Two Week Look Ahead: November 2nd – November 13th

**General Project Information**

Project work hours: 7:00 A.M. to 4:00 P.M. for day work

**Projected Construction Activities**

Week of November 1st  
• Contractor / Tropex will continue to mobilize to the job site.  
• Project start hour: 7:00 A.M. to 4:00 P.M. for day work  
• Week of November 1st  
• Contractor to install drainage structures & pipe.  
• Contractor to install utility hydrants.  
• Complete site design.

Week of November 15th  
• Specialized company will be clearing out STS/TS during the day to shorten the main. Additional day for cleanup and scheduling parking lot

**See All**

STIP Investments Report

STIP: 2021 - 2025 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TPPC	Total Programmed Funds	Federal Funds	Non Federal Funds	MPO Project Score	PSAC Score	Earmark Details	Proponent	Other Information
2024	608778	Central Mass	Southbridge	SOUTHERBRIDGE- INTERSECTION IMPROVEMENTS AT CENTRAL STREET, FOSTER STREET, HOOK STREET AND HAMILTON STREET	3	HSIP	\$4,582,437	\$916,485	\$824,839	\$91,649 14	62.5			Southbridge	Construction: CMAQ + HSIP + STBG Total Project Cost = \$4,582,437, Design Status = 25%, YOE = 12%
2024	608778	Central Mass	Southbridge	SOUTHERBRIDGE- INTERSECTION IMPROVEMENTS AT CENTRAL STREET, FOSTER STREET, HOOK STREET AND HAMILTON STREET	3	STBG	\$4,582,437	\$1,832,975	\$1,466,380	\$366,595 14	62.5			Southbridge	Construction: CMAQ + HSIP + STBG Total Project Cost = \$4,582,437, Design Status = 25%, YOE = 12%
2024	609253	Boston Region	Wilmington	WILMINGTON- INTERSECTION IMPROVEMENTS AT LOWELL STREET (ROUTE 129) AND WOBURN STREET	4	CMAQ	\$5,063,392	\$3,400,000	\$2,720,000	\$680,000 53	59.5			Wilmington	Construction: CMAQ+HSIP Total Cost = \$5,063,392; MPO Evaluation Score = 53
2024	609253	Boston Region	Wilmington	WILMINGTON- INTERSECTION IMPROVEMENTS AT LOWELL STREET (ROUTE 129) AND WOBURN STREET	4	HSIP	\$5,063,392	\$1,663,392	\$1,497,053	\$166,339 53	59.5			Wilmington	Construction: CMAQ+HSIP Total Cost = \$5,063,392; MPO Evaluation Score = 53
<b>Bicycle and Pedestrian</b>															
2024	607825	Southeastern Mass	Wareham	WAREHAM- CONSTRUCTION OF BIKE LANES ALONG NARROWS ROAD AND A SHARED USE PATH ADJACENT TO MINOT AVENUE INCLUDING RELATED WORK	5	CMAQ	\$5,145,392	\$5,145,392	\$4,116,314	\$1,029,078 43	38.5			Wareham	(a) Construction; (b) Total Cost = \$5,145,392 - CMAQ (d) EC Score = 43 of 100; (i) Project Proponent = Wareham; (j) Status Pre 25%; (k) TAP Eligible, Anticipating CMAQ Eligibility
2024	609211	Boston Region	Peabody	PEABODY- INDEPENDENCE GREENWAY EXTENSION	4	CMAQ	\$3,368,680	\$1,972,500	\$1,578,000	\$394,500 34	37			Peabody	Construction: CMAQ+TAP Total Cost = \$3,368,680; MPO Evaluation Score = 34; TAP Construction: CMAQ+TAP Total Cost = \$3,368,680; MPO Evaluation Score = 34; TAP
<b>Transit Grant Program</b>															
2024	10782	Boston Region		COMMUNITY CONNECTIONS PROGRAM		CMAQ	\$8,320,000	\$2,000,000	\$1,600,000	\$400,000				Regionwide	Planning, Design, or Construction; Set Aside for
<b>Roadway Improvement</b>															
2024	609035	Northern Middlesex	Westford	WESTFORD- REHABILITATION OF BOSTON ROAD	3	CMAQ	\$9,591,597	\$4,000,000	\$3,200,000	\$800,000	7.55			Westford	
2024	609035	Northern Middlesex	Westford	WESTFORD- REHABILITATION OF BOSTON ROAD	3	STBG	\$9,591,597	\$5,309,688	\$4,247,750	\$1,061,938 7.55				Westford	
2024	609035	Northern Middlesex	Westford	WESTFORD- REHABILITATION OF BOSTON ROAD	3	TAP	\$9,591,597	\$261,909	\$225,527	\$56,362 7.55				Westford	
2024	609459	Martha's Vineyard	Tisbury	TISBURY- DRAINAGE IMPROVEMENTS ON STATE HIGHWAY	5	STBG	\$1,131,077	\$796,810	\$637,448	\$159,362					AC Years 1-2 (FY2024-2025); Total project cost: \$1,131,077. D5 waiting for final report
ADA Retros	2024-10647	Southeastern Mass	Wareham	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	5	STBG	\$4,284,246	\$4,284,246	\$3,427,397	\$866,849				Wareham	(a) Construction; (b) Total Cost = \$4,284,246 STBG; (d) EC Score = 47 of 100; (i) Status Pre
<b>Section 504 / State Prioritized Reliability Projects</b>															
							\$311,542,588	\$253,698,440	\$57,844,150						



METRICS	CRASHES	MODE SHARE	TRAVEL TIME	BIKE LANE MILES	SIDEWALK INVESTEMENTS
BASELINE	2019 Crashes	2019 Mode Share	2021 Counts	2019 Avg Trip Time	2019 Total Mileage
YEAR TRACKED	# crashes	Yearly Mode Share	Yearly	Yearly Trip Time	Completed in Year
TARGET	Zero	<b>By 2040:</b> 15% reduction in car trips by 2030 5% increase in transit trips 10% increase in walking and bicycling trips	<b>By 2040:</b> 15% reduction in car trips by 2030 5% increase in transit trips 10% increase in walking and bicycling trips	<b>By 2040:</b> 10% reduction in average trip time.	TBD

# CURRENT IMPLEMENTATION

Strategy			Action	Responsible Parties	Cost	Timeframe
Strategy		Sub-strategy	Priority Strategies are highlighted in yellow	Top Entity: Lead Lower Entities: Supporting	\$: < \$10K \$\$: \$10K - \$25K \$\$\$: \$26K-\$100K \$\$\$\$: > \$100K	Short-term: 1-3 years Medium Term: 4-10 years Long-term: 11-20 years
A.3	Prioritize investments that improve safety at intersections and along road segments with the greatest pedestrian and bicyclist conflicts.	A.3.1	Address safety at roadway intersections with oblique angles, poor site distances and confusing operations.	Public Works, Planning & Community Development	\$\$ - \$\$\$	Short-term (tactical) Medium-term (permanent)
B.3	Complete the Minuteman Bikeway Planning Project and implement recommendations that increase access to and capacity and safety on the pathway.	B.3	Complete and implement Project	Planning & Community Development, Bicycle Advisory Committee	\$\$\$	Short-term
C.4	Enhance pedestrian safety through design improvements at intersections	C.4.1	Minimize pedestrian crossing distances and increase visibility at intersections where crashes involving pedestrians are highest.	Public Works	\$\$\$\$	Short-term
D.1	Prioritize new bicycle facilities along corridors currently designated as Arlington's "lane sharing network."	D.1.1	Complete the bicycle lane network along all of Mass Ave.	Public Works, Planning & Community Development, Bicycle Advisory Committee	\$\$\$\$-\$\$\$\$	Short- to Medium-term
D.2	Construct a multiuse path from the Minuteman Bikeway at Arlington Center to the Mystic River Path along Summer Street and the Mystic Valley Parkway.	D.2.1	Design the path.	Planning & Community Development, Bicycle Advisory Committee, DCR	\$\$\$\$	Short-term
D.5	Study potential to redesign major intersections and rotaries/roundabouts to provide dedicated bicycle lanes that improve rider safety and comfort	D.5.1	Identify and redesign high conflict intersections to improve bike safety.	Planning & Community Development Public Works	\$\$ - \$\$\$	Short-term (tactical) Long-term (permanent)

# UPCOMING IMPLEMENTATION

Strategy		Sub-strategy	Action	Responsible Parties	Cost	Timeframe
			Priority Strategies are highlighted in yellow	Top Entity: Lead Lower Entities: Supporting	\$: < \$10K \$\$: \$10K - \$25K \$\$\$: \$26K-\$100K \$\$\$\$: > \$100K	Short-term: 1-3 years Medium Term: 4-10 years Long-term: 11-20 years
A.1	Adopt a Vision Zero Policy	A.1	Adopt a Vision Zero policy.	Planning & Community Development, Public Works, Police	\$	Short-term
A.2	Ensure all roadway design projects adhere to the Town's adopted Complete Streets policy and guidelines.	A.2.1	Update the Town of Arlington's Complete Streets Prioritization Plan and align it with Connect Arlington priorities.	Planning & Community Development, Public Works, Police	\$	Short-term
A.4	Develop and implement a Neighborhood Traffic Calming Program to address safety concerns.	A.4	Develop and implement the program.	Planning & Community Development, Public Works, Transportation Advisory Committee, Police	\$ - \$\$\$	Short-term Ongoing
B.2	Continue to develop and implement Safe Routes to School (SRTS) projects.	B.2	Develop and implement programs and projects.	Arlington Public Schools, Planning & Community Development, Public Works, Police	\$\$\$\$	Ongoing
C.4	Enhance pedestrian safety through design improvements at intersections	C.4.2	Review unsignalized pedestrian crossings along major roadways and implement measures to enhance pedestrian safety.	Planning & Community Development, Public Works Transportation Advisory Committee, Police	\$\$\$\$	Short-term
D.4	Add or upgrade bicycle parking along commercial corridors and at public facilities.	D.4	Implement bike parking.	Planning & Community Development, Public Works, Bicycle Advisory Committee	\$\$	Short-term

# UPCOMING IMPLEMENTATION

Strategy		Sub-strategy	Action	Responsible Parties	Cost	Timeframe
			Priority Strategies are highlighted in yellow	Top Entity: Lead Lower Entities: Supporting	\$: < \$10K \$\$: \$10K - \$25K \$\$\$: \$26K-\$100K \$\$\$\$: > \$100K	Short-term: 1-3 years Medium Term: 4-10 years Long-term: 11-20 years
E.2	Study potential to implement more bus priority initiatives to reduce transit trip times and achieve (near) Bus Rapid Transit service in Arlington.	E.2	Study and Implement	Planning & Community Development, Public Works, Transportation Advisory Committee, MBTA	\$\$\$\$	Short- to Medium -term
E.3	Enhance the bus stop experience to provide greater comfort and increase safety.	E.3.1	Ensure sidewalks are well maintained and ADA-compliant (including ramps) at all bus stops.	Public Works Disability Commission MBTA	\$\$\$\$	Short-term Ongoing
F.2	Implement mobility recommendations included in Arlington's Net Zero Action Plan to reduce greenhouse gas emissions stemming from the transportation network and its users.	F.2.1	Create and implement a plan to expand public electric vehicle charging at libraries, business districts, public parking, and other facilities.	Planning & Community Development	\$\$\$	Short- to Medium-term
H.2	Develop and regularly update a Local Transportation Improvement Program (LTIP)	H.2.1	Establish an internal LTIP working group to develop the LTIP	Planning & Community Development Town Manager's Office Public Works LTIP Working Group	\$	Short-term

# METRICS TO TRACK SUCCESS

	CRASHES	MODE SHARE		TRAVEL TIME	BIKE LANE MILES	SIDEWALK INVESTMENTS
<b>METRICS</b>	<p>Annual number of crashes in Arlington to track progress of enhancing safety.</p> <ul style="list-style-type: none"> <li>- Total</li> <li>- Crash Type</li> <li>- Severity</li> <li>- Location/Patterns</li> </ul>	<p>Based on American Community Survey (ACS) Census data and the Annual Town Survey, how Arlington residents get around for work and other trips.</p> <p>Total:</p> <ul style="list-style-type: none"> <li>- Drive</li> <li>- Transit</li> <li>- Bike</li> <li>- Walk</li> <li>- Combination</li> </ul>	<p><b>Supplemental</b></p> <p>Conduct and track counts year to year at specific locations. This could include:</p> <ul style="list-style-type: none"> <li>- Multimodal traffic counts at key intersections</li> <li>- Minuteman Bikeway counts</li> <li>- Pedestrian Counts</li> </ul>	<p>Based on ACS data, review travel commute data to track the value of infrastructure and technological improvements to shorten trip times. Also, MBTA and/or transit data to determine public transit travel time improvements.</p>	<p>Track total linear mileage of bicycle lanes and bicycle boulevards to see how much progress has occurred to develop town-wide network. Also track investments in bike parking.</p>	<p>Track total investment in sidewalks over time to measure progress.</p>
<b>BASELINE</b>	2019 Crashes (MassDOT Crash Data)	2019 Mode Share (ACS)	2019 Counts	2019 Avg Trip Time (ACS)	2019 Total Mileage	2019 linear feet of sidewalk constructed/repaired; curb ramps improved
<b>DATA TRACKED</b>	Annual # crashes	Annual Mode Share	Annual Counts	Average Travel Time (measured annually), trip time reduction for specific projects (like bus lanes)	Annual/when completed or installed	Annual/when completed or installed
<b>TARGET BY 2040</b>	Zero fatalities and major injuries	Reduce percentage of commuters driving alone, increase share of commuters bicycling and taking public transit (target percentages TBD)		Reduce average commute time by 10% for all modes	100% completion of recommended bike lane network	TBD



# Thank You!

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